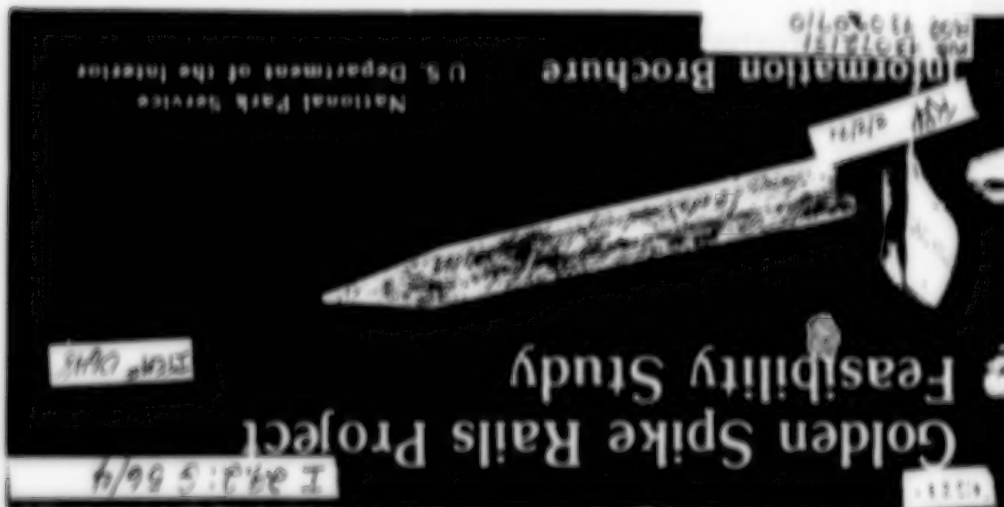


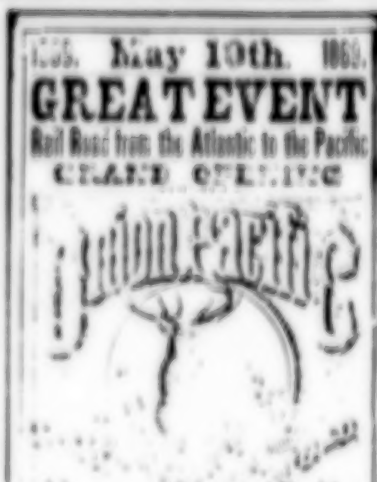


The Study

The National Park Service has initiated a study to determine the feasibility of providing a rail link from Union Station in downtown Ogden, Utah, to Promontory Summit within Golden Spike National Historic Site, to enhance tourism with a historical perspective. Participants, including the National Park Service and other federal, state, and local government and private interests, will explore and evaluate the feasibility of alternatives for the study.



The idea of a tourist railroad from Union Station in downtown Ogden, Utah, to Promontory Summit within Golden Spike National Historic Site, to enhance tourism is not new. This idea dates back to the inception of the historic site and the recognition of the railroad's importance.



Study Goals and Objectives

Along with evaluating the economic feasibility of various alternatives, the study will explore approaches to public-private partnerships that allow for the conservation of valuable recreational, educational, and economic resources, which help define our nation's heritage.

We hope the study can

- Suggest ways to implement the study recommendations that foster a close working relationship among all levels of government, the private sector, and the community.
- Suggest ways to implement the study recommendations that empower the communities to preserve their heritage and traditional ways of life, while continuing to pursue economic opportunities.
- Provide a framework for cooperation, allowing the communities to control their destinies by preparing and implementing their own railroad plans.



Working together, these geographic, economic, and social

to both the local and national heritage.

The Union Pacific Railroad operates freight service through Corrine to Ogden, and Amtrak operates a passenger service through Brigham City to Ogden. There is no track on twenty-eight miles of abandoned railroad grade stretching from Corrine to Golden Spike National Historic Site. The old railroad grade linking the park to Corrine was abandoned by Southern Pacific (formerly Central Pacific) years ago.

Many other local areas also have bits and pieces of American history related to transportation and the railroad. These areas have been tentatively identified by the study team and are shown on the map that is part of this brochure. The study is intended to investigate the connections between the people, the land, and the resources with early railroad history. Alternatives developed by the study would also recognize that the pursuit of economic opportunity, the preservation of traditional ways of life, and the enhancement of the quality of life for residents are as important as protecting natural, cultural, and scenic values.

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The Area

The dramatic geology of northern Utah -- the Wasatch Mountains, the benches of prehistoric Lake Bonneville, and the Great Salt Lake -- provides the setting for the railroad's story. This is perhaps one of the richest areas in the country for railroad history. No sooner had railroads begun operating in America in the 1830s, than people of vision foresaw transcontinental travel by rail. Soon after the settlement of Ogden and surrounding towns and the introduction of Mormon agriculture, the construction of the nation's first transcontinental railroad further impacted the development of local communities.

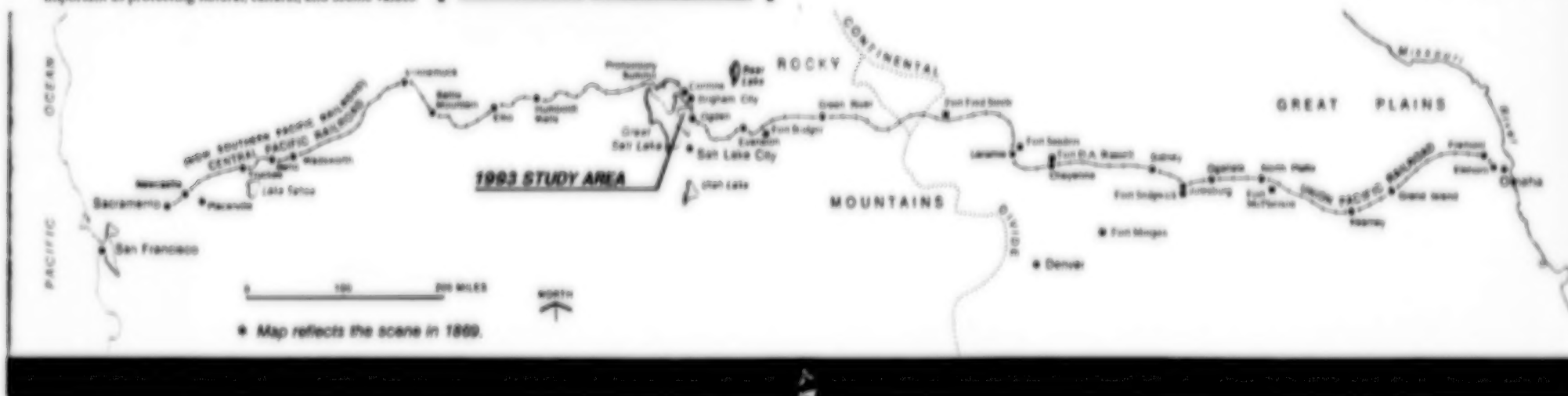
The area's vestiges of prehistoric cultures (Willard Mounds, Bear River excavations, Fremont Island, Indian trails - Ogden Canyon, Pleasant View, Plain City site) add another dimension of interest.

forces produced an area of nationally significant scenic, historic, and recreational value, **The Golden Spike Empire**. The pivotal event was the joining of the nation by shining bands of steel. The first transcontinental railroad joining the east and west coasts became a symbol of national union. It brought immigrants West, carried the mail, truck urban products to the country, and changed the lives of native Americans forever. Points of interest are identified and described on the map (opposite side).

Public Participation

It's important for us to involve communities along the route, so that we can identify those places and stories that make the area special. It is also important that we explore all the ways that a tourist railroad might work in the area. We are asking for your help and participation in our study effort. A mail-back insert is included as part of this package.

U.S. GOVERNMENT PRINTING OFFICE: 1989-1-000-001



2



Box Elder Courthouse
Weber Co. Library "Artwork of Utah"



Big Fall



Corinne in the late 1800s
Ogden Union Station Museum - Ogden, Utah



House of Shadrach Jones - Willard
Utah State Historical Society collection



Ogden Union Station
Ogden Union Station Museum - Ogden, Utah

1. OGDEN

Incorporated in 1851, Ogden was a typical Mormon agricultural town before the coming of the railroad. When railroad surveys chose Weber Canyon as the route for the transcontinental railroad, Ogden's destiny was changed and it found itself vying for the title of Junction City with Corinne - the "Burg on the Bear," which was favored by the Gentiles (non-Mormons).

2. 25th STREET

Historic 25th Street in downtown Ogden provides the historic backdrop for railroad history between 1880 and 1910.

3. TRAPPER'S LOOP

Now one of the most scenic drives in Utah, Trapper's Loop links Weber and Ogden canyons and was a popular route for trappers from many countries.

4. UINTAH

Founded in 1850, and first known as East Weber. In 1867, a railroad station called Deseret was built and the community was called Easton.

5. OGDEN UNION STATION

The first Ogden Station was a makeshift group of wood buildings located in a muddy slough. By 1878 there were three daily arrivals and departures of transcontinental trains; several by the Utah Central to Salt Lake and one by the Utah Northern, also built by Brigham Young. The Union Pacific began operating a four-stall roundhouse by 1870, and by 1882, the Central Pacific had an engine house with seven stalls and a wing dam, to protect it from an overflowing Weber River. The second Ogden Union Depot was designed by nationally acclaimed architects, Van Brunt and Howe, and was completed in 1888. It saw Ogden through the Depression of 1894, the Spanish-American War, and World War I. It burned down in February 1923.

14. WILLARD

Founded in 1850, it was originally called Willow Creek. This small town is a good example of the Plan for the City of Zion, one of few town plans indigenous to the United States.

15. UTAH NORTHERN RAILROAD

Organized in August 1871, and began construction in Brigham City. Utah Northern Railroad became Oregon Short Line in 1887 and was the Ogden Electric Railway.

16. WILLARD PEAK

Access is by a rough road that begins in the town of Mantua (east of Brigham City on U.S. 89), the view from this point is spectacular. On a clear day, one can see up and down the backbone of the Wasatch, the Uinta Mountains to the east, and Nevada to the west.

17. THE FRUITWAY

Since early pioneer days, Willard and the surrounding towns have been famous for their vast orchards, which yield fine cherries, peaches, apples, and other popular fruit. For many years, the old highway (89) has been called The Fruitway and it is tradition to visit the many stands between Hot Springs and Brigham City each fall.

18. HERITAGE THEATER

Perry's former name was Three-Mile Creek. The Heritage Theater presented stage plays in the summer. In the off-season, plays were performed in the old Perry church, which was built in 1899.

19. PERRY-BERNARD WHITE HOME

The home was on the "underground" as a safe harbor for polygamists. It was near the railroad tracks so men could get on and off without being seen by deputy marshals.

21. BOX ELDER TABERNACLE

Railroad workers began constructing this building in 1868 on a site chosen by Brigham Young. Because of other priorities placed on local citizensry from the governing socioeconomic system (the United Order Communal Economic System), the building took twenty-five years to complete.

22. BOX ELDER COURTHOUSE

The first public building constructed in Brigham City in 1855, the courthouse was also used as a church, school, dance hall, and theater. All men in the area were asked to contribute a tenth of their time to its construction.

23. CORRINE

Corrine was the last town to "spring up" beside the transcontinental rail line, just two months before the rails joined.

24. DRY FARMING

A type of farming that was pioneered in the Bear River area and recognized nationally as a prototype.

25. BEAR RIVER EXCAVATION

Archeological remains of a diverse prehistoric group called the Fremont people have been excavated here. They hunted and farmed in this area between 500 and 1500 A.D.

26. WOOD PIPELINE

Stretching from Brigham City to Corrine, it carried culinary water to Corrine.

27. BEAR RIVER CANAL

A major irrigation project that combined concern capital, modern technology, and a division of the Bear River with railroad land grants. Two great canal systems were built and promotional campaigns in Utah and the midwest touted the area as a vast

6. OGDEN CANYON

Gateway to the Wasatch Mountains east of Ogden and the site of Indian trails.

7. HARRISVILLE

Settled in 1880. Early resident Urian Stewart became angry at Indians stealing his corn. He killed Chief Terikee and was killed by Indians in retaliation. The Southern Pacific Railroad passed through the nearby town of Farr West. Three thousand Chinese laborers built the railroad grade from Ogden to Brigham City using only shovels and wheelbarrows.

8. NORTH OGDEN

Incorporated in 1831, this area was favored by early mountain men and trappers, including Ellice Provost. It was settled by Jonathan and Samuel Campbell, who had been with the Mormon Battalion. During the time that Johnston's Army was in Utah to police the 'Mormon problem' of polygamy, North Ogden residents locked up the town and fled to Spanish Fork.

9. PLEASANT VIEW

Also a favorite site of early Indians, who liked the medicinal waters of the nearby Utah Hot Springs.

10. UTAH HOT SPRINGS

Springs were enjoyed by early Indians as well as early settlers. Utah Hot Springs became a popular resort providing boarding rooms, a dance hall, saloons, and bathing pools.

11. WILLARD BAY RECREATION AREA

Dikes were built to enclose this area to hold fresh water for irrigation and recreation. The waters covered significant mounds of prehistoric cultures that had been excavated by teams of archeologists from the University of Utah and the Smithsonian.

12. THE GREAT SALT LAKE BASIN GEOLOGY

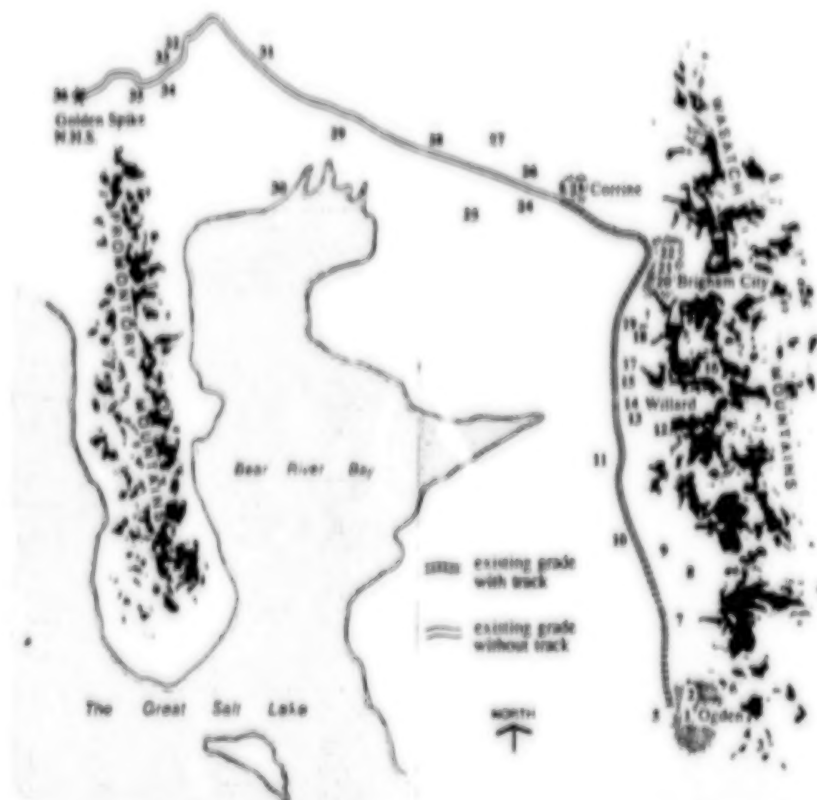
The dramatic geology of northern Utah, including the Wasatch Mountains, the beaches of prehistoric Lake Bonneville, and The Great Salt Lake has been a factor in the lives of prehistoric cultures, early explorers, and present day people.

13. WILLARD STONE HOUSES

The townsite is Utah's first National Historic District, so designated because of the many rock houses built by Wyckman Shadrack Jones between 1861 and 1882. Nearly forty homes built at least partially of rock still exist.

20. BRIGHAM CITY

The site of the most successful cooperative, a Mormon socioeconomic system, begun by city founder Lorenzo Snow in 1865. The cooperative became a model for other communities.



orchard region.

28. STINKING SPRINGS

Mineral springs extensively used by native Americans.

29. PUBLIC SHOOTING GROUNDS

The first public land set aside for public shootings in the United States. It was about 12,000 acres.

30. BEAR RIVER MIGRATORY BIRD REFUGE

Early explorers Jim Bridger, John C. Fremont, and Captain Howard Standbury reported 'immense flocks of wild geese, ducks, and swans as far as the eye could reach.'

31. BLUE CREEK JUNCTION

The site of an 1869 vintage railroad construction camp named Deadfall, known for lawlessness, gambling, and two or three killings a night.

32. BIG FILL

Central Pacific constructed this earthwork to maintain a 2 percent maximum grade. Dugouts for Chinese laborers are visible.

33. PARALLEL GRADES

A remnant left by the competing Central Pacific and Union Pacific railroads. Constructed grades passed one another for 200 miles.

34. CHINAMEN'S ARCH

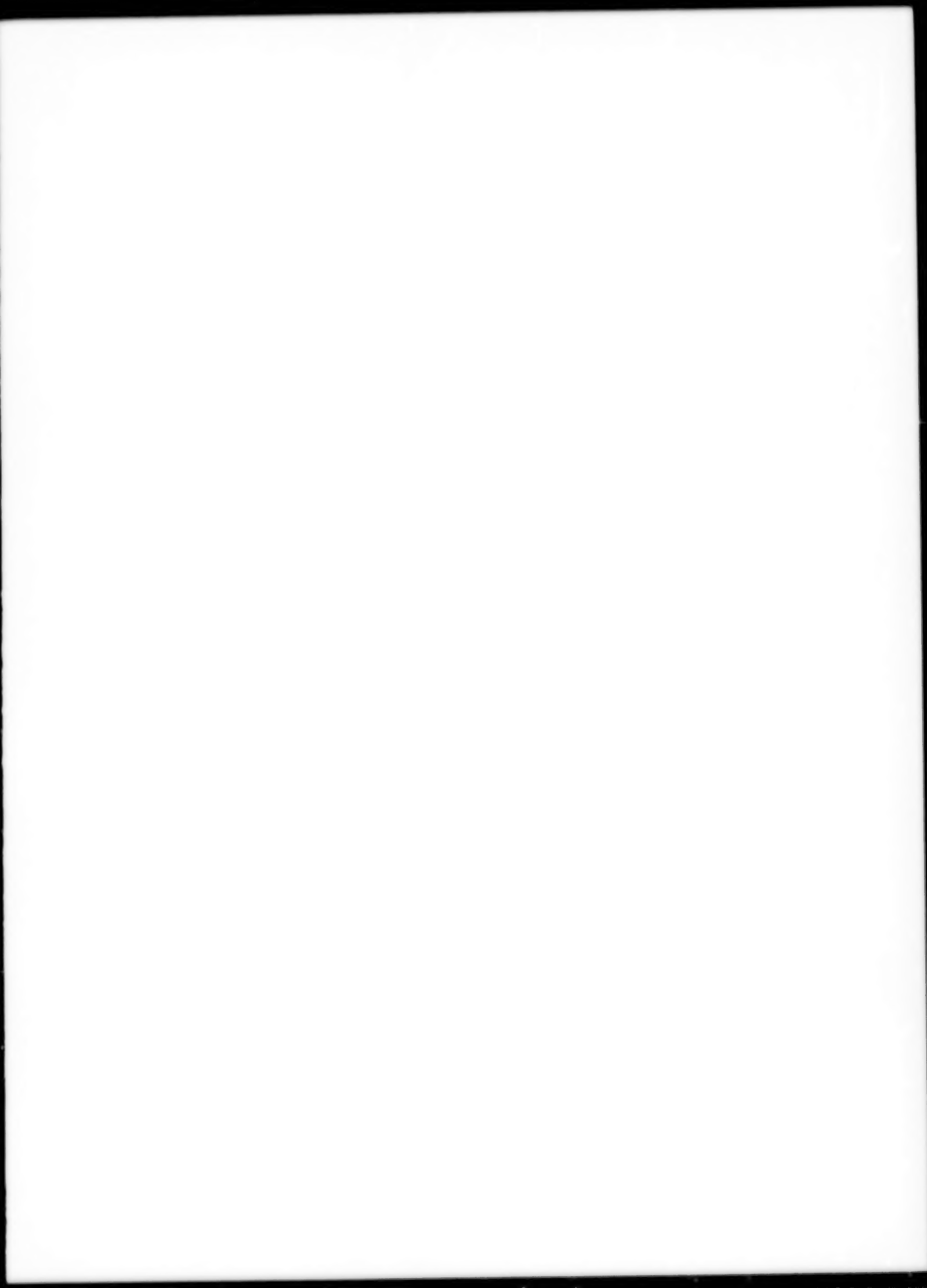
A depiction of Chinese laborers. It is a natural rock formation and stands in tribute to the more than 1,000 Chinese railroad laborers who died in a smallpox epidemic in 1868-1869.

35. BIG CUT

Union Pacific provided the Big Cut for the 'Big Trestle,' which was 400 feet long and 85 feet high, but later abandoned it for the Central Pacific's Big Fill.

36. GOLDEN SPIKE NATIONAL HISTORIC SITE

The site of the 'Wedding of the Rails.' After several decades of debate on the subject, those who clearly saw the benefits to the nation connected the East to the West at Promontory Summit, Utah at 12:47 p.m., May 10, 1869. The transcontinental railroad influenced the development of the American society, the economy of the United States, and the American industrial system.



END

12-01-94